

## Charles Street Shops

### City of Seattle Response to Request for Information Regarding the Harbor Island Superfund Site, East Waterway Operating Unit

#### **D. QUESTIONS**

##### **1. Identification and Association with Subject Property**

- a. Provide the full legal name and mailing address of Respondent.

City of Seattle  
c/o William Devereaux  
Director, Environmental Management and Real Estate Division  
Seattle City Light  
700 5th Avenue, Suite 3316  
P.O. Box 34023  
Seattle, Washington 98124-4023

- b. For each person answering these questions on behalf of Respondent, provide that person's:
- i. full name;
  - ii. title;
  - iii. business address and electronic mail address; and
  - iv. business telephone number.

Jo Bruskotter  
Senior Paralegal, Environmental Protection Section  
Seattle City Attorney's Office  
701 Fifth Avenue, Suite 2050  
Seattle, WA 98104-7095  
Jo.bruskotter@seattle.gov  
206-233-2152

- c. If Respondent wishes to designate an individual for receiving future correspondence from the EPA concerning the EWOU, please indicate so here by providing that individual's name, mailing address, electronic mail address, telephone number, and fax number.

Pete Rude  
Senior Sediment Scientist  
Seattle Public Utilities  
700 5th Avenue, Suite 4900  
Seattle, WA 98104-4018  
pete.rude@seattle.gov  
206-733-9179  
Fax: 206-684-4631

- d. Provide the address of each Subject Property, the time period when Respondent held any ownership or other interest in the Subject Property, and the type of interest held.

The Charles Street Shops, also known as the Charles Street Complex, comprise several buildings, parking lots, and storage yards in the area of South Charles Street and 8<sup>th</sup> Avenue South. The primary address for the facility is 805 South Charles Street. King County parcel numbers for the Subject Property are 8592900285, 6834700175, 6834700100, and 7666202750.

The Charles Street Shops have been owned and operated by the City from approximately 1910 to the present. The City first acquired property at South Charles Street and 7<sup>th</sup> Avenue South in 1909 to 1910. As expansion of the shops and storage areas became necessary, the City acquired additional real estate from 1919 to 1924, the late 1940s, and from 1955 to 1964. See the responses to 1.g and 1.h for property acquisition details.

- e. Identify all materials used or created by Respondent's activities or operations at each Subject Property.

Concrete or stone was used for construction of the first City building at the Charles Street Shops site in 1909.<sup>1</sup> Materials used in other site buildings include concrete, wood, brick, masonry, plaster, ceramic tile, steel and aluminum.<sup>2</sup>

Although few historical records of site materials have been located, it is probable that many of the same materials have been made or used for much of the facility's operational history.

1949 plans and 1959 photos show essentially the same operations that occur in the present time at the Charles Street site: a carpentry shop, machine shop, welding shop, and a blacksmith shop/foundry and 16-ton forging press.<sup>3</sup> Until 1951 the shop boiler used approximately 175 tons of coal a year.<sup>4</sup> In 1961 the facility had an asphalt burner.<sup>5</sup>

A1970 report states that shop work included the "manufacture" of sprockets and shafts for sweet sweepers, drives for flail mowers, torsion bars for tow trucks, and nets for

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<sup>1</sup> SEA EWW\_00020152, at SEA EWW\_00020153 (2), Ordinance 21776, 1909; SEA EWW\_00010216-all, photo of Charles St. building, 2012.

<sup>2</sup> SEA EWW\_00027646-all, Charles Street Service Center plans, 1964; SEA EWW\_00032521 (1), Charles St. Plan, 1949.

<sup>3</sup> SEA EWW\_00010312, photo of blacksmith shop, 1959; SEA EWW\_00010309, photo of 16-ton press, 1959; SEA EWW\_00010666, photo of foundry, 1959; SEA EWW\_00010863, photo of machine shop, 1959; SEA EWW\_00032521-all, Charles St. Plan, 1949; SEA EWW\_00036545, at SEA EWW\_00036552 (8), return to worksite plans, n.d.

<sup>4</sup> SEA EWW\_00036177, correspondence re boiler fuel, 1951.

<sup>5</sup> SEA EWW\_00010310, photo of asphalt burner, 1961.

garbage trailers.<sup>6</sup> The blacksmith shop made hitches, chains and cables, lift bridles, and pipe straps and shackles.<sup>7</sup> Work included sharpening and reshaping tools and metal fabrication, mainly of vehicle parts.<sup>8</sup> City equipment such as gates, picnic tables, and sewer ladders were also fabricated at the shop.<sup>9</sup> The carpentry shop made furniture for offices, parts for vehicles, tools, frames, barricades and traffic signs.<sup>10</sup>

A 2004 Spill Plan reports that products present in significant quantities at the site "include gasoline, diesel fuel, lube oil, waste oil, antifreeze, paints, and other chemicals used in the servicing and maintenance of vehicles."<sup>11</sup> Products currently or recently stored or used at the Charles Street Shops are listed in SPU Inventory Reports.<sup>12</sup> Materials used are also identified in the responses to 1.h and 1.m.

- f. Provide copies of all documents regarding the ownership or environmental conditions of the Subject Property, including, but not limited to, deeds, sales contracts, leases, surveys, investigations, sampling, reports, blueprints, "as-builts," and photographs.

Responsive documents have been produced and indexed.

- g. Provide information on the condition of the Subject Property when purchased or at the beginning of the relevant time period; describe the source, volume, and content of any fill used during the construction of the buildings, including waterside structures such as seawalls, wharves, docks, or marine ways.

An undated FEMA report on a site near the Charles Street Shops states that the area was originally low-lying and swampy. In the 1920s, fill from a large hill was used to raise the level of the streets in the area by 10 to 20 feet.<sup>13</sup> Historic photos depict the Charles Street Engineering Department Shops building at street-level grade and neighboring buildings below street grade.<sup>14</sup>

Some properties acquired by the City in the 1950s and 60s were below grade.<sup>15</sup> 1959 permit records show that fill was used on two parcels recently acquired.<sup>16</sup> Although no other records verifying fill or grading of these properties have been located, it can be

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<sup>6</sup> SEA EWW\_00036519, at SEA EWW\_00036523 (5), Facilities Planning Study, 1970.

<sup>7</sup> SEA EWW\_00036519, at SEA EWW\_00036526 (8), Facilities Planning Study, 1970.

<sup>8</sup> SEA EWW\_00036519, at SEA EWW\_00036526 (8), Facilities Planning Study, 1970.

<sup>9</sup> SEA EWW\_00036519, at SEA EWW\_00036526-527 (8-9), Facilities Planning Study, 1970.

<sup>10</sup> SEA EWW\_00036519, at SEA EWW\_00036524 (6), Facilities Planning Study, 1970.

<sup>11</sup> SEA EWW\_00032527, at SEA EWW\_00032532 (6), Charles Street SPCC Plan, 2004.

<sup>12</sup> See SEA EWW\_00010316-all, 19 Jan 2022 Obsolete Items; SEA EWW\_00010395-all, 19 Jan 2022 Pending Obsolescence; SEA EWW\_00010427-all, 19 Jan 2022 Status Active.

<sup>13</sup> <https://www.usfa.fema.gov/downloads/pdf/publications/tr-077.pdf>, accessed 4/25/2022.

<sup>14</sup> SEA EWW\_00010358, photo of Engineering Shops building, 1956; SEA EWW\_00010315, photo of Engineering Shops building, 1950; SEA EWW\_00027740, at SEA EWW\_00027745-746 (6-7), Appraisal of 806 7<sup>th</sup> Avenue South, 1963.

<sup>15</sup> SEA EWW\_00027740, at SEA EWW\_00027744-745 (5-6), Appraisal of 806 7<sup>th</sup> Avenue South, 1963.

<sup>16</sup> SEA EWW\_00037870, memo re fill volumes, 1959.

assumed from the present grade that the sites were filled at some point during the City's ownership. A 2007 soil boring at one of the outdoor storage areas revealed "approximately 14 feet of loose . . . silty sand fill," and a 2008 geotechnical inspection reports on the use of structural fill during construction.<sup>17</sup>

Much of the property acquired for the Charles Street Shops was vacant and unimproved at the beginning of the relevant time period.<sup>18</sup> However, a number of parcels acquired for expansion of the facility in the 1950s and 1960s were previously improved with residences or commercial buildings.<sup>19</sup> Records identify structures on the following properties:

- 701-705 S Dearborn: three buildings, torn down in 1965, soon after the City acquired the property.<sup>20</sup>
- 707 S Plummer: concrete office building constructed in 1951 (still in use at the Charles Street Shops), outdoor storage area with two gas pumps and USTs.<sup>21</sup>
- 801 S Dearborn: three structures (one residence), torn down in 1953.<sup>22</sup>
- 806 7<sup>th</sup> Avenue S: hotel/rooming house built in 1909.<sup>23</sup>
- 815 S Dearborn: gas station, vehicle repair shop, and warehouse built in 1947.<sup>24</sup> Operations included a tire distribution business, and equipment included four USTs and a hydraulic hoist.<sup>25</sup>
- 1/2-block parcel between 7<sup>th</sup> & 8<sup>th</sup> Avenues: mainly vacant but included a railroad spur track and right-of-way for a former rail track.<sup>26</sup>
- 1000 8<sup>th</sup> Avenue S: adhesives manufacturing plant containing "tanks and pressure vessels" and "vats, machines, scales, etc." and separate "solvent house" constructed in 1957.<sup>27</sup>
- 8<sup>th</sup> Avenue S & S Charles: five private residences on two separate parcels.<sup>28</sup>
- 8<sup>th</sup> Avenue S & S Dearborn: gas/service station.<sup>29</sup>
- Address unspecified: four residences were removed from property acquired in 1956.<sup>30</sup>

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<sup>17</sup> SEA EWW\_00032495, at SEA EWW\_00032501 (7), Limited Geotechnical Report - Charles Street Complex, 2007; SEA EWW\_00036148-all, correspondence re geotechnical inspection, 2008.

<sup>18</sup> SEA EWW\_00032351, Charles St. Improvements, 1902.

<sup>19</sup> SEA EWW\_00036515, map of Charles Street expansion, 1963.

<sup>20</sup> SEA EWW\_00035971, at SEA EWW\_00035973 (3), historical permits for 801 S Dearborn.

<sup>21</sup> SEA EWW\_00036579, at SEA EWW\_00036580, 81 (2, 3), DON report re Frye building, 2000; SEA EWW\_00036684, at SEA EWW\_00036687-688 (4-5), Frye building appraisal, 1963.

<sup>22</sup> SEA EWW\_00035971, at SEA EWW\_00035978 (8), historical permits for 801 S Dearborn.

<sup>23</sup> SEA EWW\_00027740, at SEA EWW\_00027741, 746 (2, 7), Appraisal of 806 7<sup>th</sup> Avenue South, 1963.

<sup>24</sup> SEA EWW\_00027750, at SEA EWW\_00027757 (8), Appraisal of Richfield Station, 1963.

<sup>25</sup> SEA EWW\_00027750, at SEA EWW\_00027757, 761 (8, 12), Appraisal of Richfield Station, 1963.

<sup>26</sup> SEA EWW\_00027815, at SEA EWW\_00027819 (5), Appraisal of Frye/NPR property, 1963; SEA EWW\_00032351, Charles St. Improvements, 1902.

<sup>27</sup> SEA EWW\_00037898, at SEA EWW\_00037900 (3), acquisition parcel information, 1964; SEA EWW\_00036827, at SEA EWW\_00036840 (14), historic permits for 8<sup>th</sup> Avenue S.

<sup>28</sup> SEA EWW\_00036195, at SEA EWW\_00036204-205 (10-11), correspondence re site expansion, 1955-1957.

<sup>29</sup> SEA EWW\_00036471-all, correspondence re Abe Tidewater Service Station, 1964.

<sup>30</sup> SEA EWW\_00045101-all, CF 229861, 1956.

Few records documenting removal of the structures and equipment listed above are available, but only the building constructed in 1951 at 707 S Plummer Street is currently used by the City at the Charles Street Shops.

- h. Describe the activities or operations at each Subject Property including:
  - i. the date such activities or operations commenced and concluded; and

See the response to h.ii. below.

- ii. the types of activities or operations performed at each Subject Property, including but not limited to the use, storage, or disposal of any materials in an outdoor location.

The Charles Street Complex is a “full time automotive/heavy equipment service center,” that is “used by nearly all City departments for vehicle maintenance, washing and storage.”<sup>31</sup> Activities and operations are described in three timeframes:

#### **1909-1950**

In 1909 and 1910, the City acquired property in the vicinity of South Charles Street and 7<sup>th</sup> Avenue South for “city stable, store house and other municipal purposes,” including shops.<sup>32</sup> Funds authorized for the property included payment for construction of a “three-story and basement concrete building.”<sup>33</sup>

City vehicles have been parked at the site since at least 1912, and equipment parking has been part of operations since at least 1923.<sup>34</sup> The City purchased a gasoline tank for the Charles Street Stables in 1910, and a fueling station has operated at the complex since at least 1933.<sup>35</sup>

The City acquired additional property for “stables” and the “re-arrangement of the Charles Street Barn” from 1919 to 1924.<sup>36</sup> In 1933, construction of an addition to the

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<sup>31</sup> SEA071803, at SEA071839 (37), City-wide Source Control Assessment, Phase II, 2008; SEA EWW\_00032527, at SEA EWW\_00032532 (6), Charles Street SPCC Plan, 2004.

<sup>32</sup> SEA EWW\_00020152, at SEA EWW\_00020153 (2), Ordinance 21776, 1909; SEA EWW\_00020164-all, Ordinance 22888, 1909; SEA EWW\_00020229-all, Ordinance 23915, 1910.

<sup>33</sup> SEA EWW\_00020152, at SEA EWW\_00020153 (2), Ordinance 21776, 1909.

<sup>34</sup> SEA EWW\_00010216, photo of Charles St. building, 2012; SEA EWW\_00011528, photo of cement mixers, 1923.

<sup>35</sup> SEA EWW\_00011525, photo of City gas station at Charles Street, 1934; SEA EWW\_00036166 (1), correspondence re acquisition for service station, 1955; SEA EWW\_00048105-all, Ordinance 24319, 1910.

<sup>36</sup> SEA EWW\_00020271-all, Ordinance 40269, 1919; SEA EWW\_00018658-all, McElroy Deed, 1920; SEA EWW\_00020334-all, Ordinance 40831, 1920; SEA EWW\_00020358-all, Ordinance 47228, 1924; SEA EWW\_00045747-all, CF 94099, 1924.

stables was authorized “for the purpose of consolidating repairs to the City of Seattle automotive equipment.”<sup>37</sup>

The Charles Street Shops site was enlarged again from 1946 to 1948.<sup>38</sup> A 1946 ordinance states that property was to be acquired for “repair shops and/or a storage yard for street maintenance machinery and equipment.”<sup>39</sup> 1949 plans show paint storage and a paint shop with three paint booths, a parts cleaning area, carpenter shop, welding shop, blacksmith, auto repair, heavy equipment area, stock room, broom shop (repair of sweeper brooms), saw shop (saw and blade sharpening and repair), and a grease pit (maintenance pit used for vehicle repair).<sup>40</sup> The new complex, comprising the Engineering Vehicle Maintenance Shops, was completed at the site in 1950.<sup>41</sup>

### **1951-1999**

In the 1950s, the Charles Street Shops included a carpentry shop, paint shop, a machine shop, steam cleaning, and indoor auto and equipment repair.<sup>42</sup> A blacksmith shop/foundry and 16-ton forging press also operated at the site.<sup>43</sup> A 1959 photo shows outdoor vehicle washing.<sup>44</sup> A 1970 report lists operations including the carpentry shop, paint shop, machine shop, a welding/metal shop, broom shop, saw shop, parts cleaning, vehicle repair, a parts warehouse, and outdoor storage.<sup>45</sup> Work included the repair of motors, equipment and parts building, vehicle body repair and painting, and upholstery.<sup>46</sup> In addition to passenger cars and trucks, the vehicle maintenance shops worked on street sweepers, air compressors, diggers, cranes, backhoes, and similar equipment.<sup>47</sup> The response to 1.e provides more information on specific materials and equipment made at the shops.

The 1970 report noted that items stored outside included “several piles of material,” wrecked cars, a trailer for scrap metal, traffic control materials, and wood and metal poles.<sup>48</sup>

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<sup>37</sup> SEA EWW\_00048180, at SEA EWW\_00048184 (5), Ordinance 64017, 1933.

<sup>38</sup> SEA EWW\_00018648-all, Main Investment Co. Deed, 1946; SEA EWW\_00018611-all, Hausman Quit Claim Deed, 1948; SEA EWW\_00020385-all, Ordinance 75267, 1946.

<sup>39</sup> SEA EWW\_00020375, at SEA EWW\_00020376 (2), Ordinance 74648, 1946.

<sup>40</sup> SEA EWW\_00032521-all, Charles St. Plan, 1949.

<sup>41</sup> SEAX019494, at SEAX019780 (287), Public Works in Seattle – a Narrative History, 1978; SEA EWW\_00027636, at SEA EWW\_00027641 (6), Shops & Yards Study SOW, 1982.

<sup>42</sup> SEA EWW\_00010360, photo of carpentry shop, 1959; SEA EWW\_00010311, photo of auto mechanic, 1959; SEA EWW\_00010426, photo of equipment repair, 1959; SEA EWW\_00011025, photo of paint shop, 1959; SEA EWW\_00011031, photo of steam cleaner, 1959.

<sup>43</sup> SEA EWW\_00010312, photo of blacksmith shop, 1959; SEA EWW\_00010309, photo of 16-ton press, 1959; SEA EWW\_00010666, photo of foundry, 1959; SEA EWW\_00010863, photo of machine shop, 1959.

<sup>44</sup> SEA EWW\_00011030, photo of vehicle washing, 1959.

<sup>45</sup> SEA EWW\_00036519-all, Facilities Planning Study, 1970.

<sup>46</sup> SEA EWW\_00036519-all, Facilities Planning Study, 1970.

<sup>47</sup> SEA EWW\_00036519, at SEA EWW\_00036530 (12), Facilities Planning Study, 1970.

<sup>48</sup> SEA EWW\_00036519, at SEA EWW\_00036537 (19), Facilities Planning Study, 1970.



Until at least 1954 the fueling station associated with the Charles Street Shops was two blocks away from the main facility.<sup>49</sup> By 1970 it was adjacent to the main vehicle repair facility.<sup>50</sup> Operations at the station included “greasing, washing, steam-cleaning” and repairs.<sup>51</sup> Steam cleaning was performed on asphalt spreaders and similar equipment, and solvent cleaning was used on parts.<sup>52</sup>

In 1955, the City Council authorized acquisition of additional property to further expand the Charles Street Shops and to replace property appropriated for the construction of I-5.<sup>53</sup> The City obtained a number of properties from 1956 to 1967.<sup>54</sup> The response to 1.g. contains further information on some of the acquired properties.

1960s expansion included construction of the “L.C.A. Testing Station” and Engineering Materials Testing Lab in 1964 and construction of the Engineering Service Station in 1966.<sup>55</sup> A new Traffic Engineering Shop was constructed in 1966-1967, and a new storage yard was established in 1967.<sup>56</sup>

A debris or spoils yard has been part of the Charles Street site since at least 1963.<sup>57</sup> 1965 correspondence states that “street sweepings, broken pavement, dirt, leaves, hay and other waste material” were deposited temporarily at the Charles Street yard before being hauled to final disposal sites.<sup>58</sup>

1970s expansion included construction of a personnel building, sand and gravel bunkers, and the Fire Apparatus Maintenance Building.<sup>59</sup> A sign shop operated at the facility by 1975.<sup>60</sup> A tire warehouse was added to the fueling station in 1983, and the station was renovated in approximately 1993.<sup>61</sup> A records storage warehouse has

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<sup>49</sup> SEA EWW\_00036166 (1), correspondence re acquisition for service station, 1955.

<sup>50</sup> SEA EWW\_00036519, at SEA EWW\_00036534 (16), Facilities Planning Study, 1970.

<sup>51</sup> SEA EWW\_00036166 (1), correspondence re acquisition for service station, 1955.

<sup>52</sup> SEA EWW\_00036519, at SEA EWW\_00036535 (17), Facilities Planning Study, 1970.

<sup>53</sup> SEA EWW\_00021780-all, Ordinance 84625, 1955; SEA EWW\_00035218, at SEA EWW\_00035219 (2), correspondence re storage yard, 1955-1959; SEA EWW\_00036183 (1), correspondence re relocation of Testing Lab, 1964.

<sup>54</sup> SEA EWW\_00022134-all, Ordinance 85959, 1957; SEA EWW\_00022430-all, Ordinance 88126, 1959; SEA EWW\_00022382-all, Ordinance 86614, 1957; SEA EWW\_00022479-all, Ordinance 93458, 1964; SEA EWW\_00022899-all, Ordinance 95624, 1967; SEA EWW\_00023071-all, condemnation court filings, 1964; SEA EWW\_00045038-all, CF 229817, 1956.

<sup>55</sup> SEA EWW\_00027636, at SEA EWW\_00027641-642 (6,7), Shops & Yards Study SOW, 1982.

<sup>56</sup> SEA EWW\_00022785-all, Ordinance 94974, 1966; SEAX019494, at SEAX019656 (163), Public Works in Seattle – a Narrative History, 1978; SEA EWW\_00035971, at SEA EWW\_00035973 (3), historical permits for 801 S Dearborn.

<sup>57</sup> SEA EWW\_00036450, correspondence re storage yard wall, 1963.

<sup>58</sup> SEA EWW\_00038000, at SEA EWW\_00038001 (2), preliminary cost estimates for expansion, 1964.

<sup>59</sup> SEA EWW\_00019950-all, Ordinance 102353, 1973; SEA EWW\_00027636, at SEA EWW\_00027642 (7), Shops & Yards Study SOW, 1982.

<sup>60</sup> SEA EWW\_00036192, correspondence re sign shop security fencing, 1975.

<sup>61</sup> SEA EWW\_00035971, at SEA EWW\_00035998-013 (28-43), historical permits for 801 S Dearborn; SEA EWW\_00047889-all, Ordinance 145348, 1990; SEA EWW\_00047912-all, Ordinance 116778, 1993.

operated at the site since at least 1989.<sup>62</sup> Smaller repairs and renovations to the Charles Street Complex were completed in the 1990s and 2000s.

The City has leased 2.88 acres of I-5 right-of-way property from WSDOT since 1968.<sup>63</sup> Use of the leased property originally was for “construction and operation of parking lots” and is now “limited to equipment and material storage and for parking of operable vehicles.”<sup>64</sup> In 1990 the City transferred some of the Charles Street Shops property to the Washington State Department of Transportation for construction of the I-90 bridge.<sup>65</sup>

### **2000-Present**

Vehicle and equipment repair and maintenance comprise the principal operations at the Charles Street Shops. In addition to repair shops, the complex currently contains a vehicle fueling station, a paint shop, indoor and outdoor storage areas, parking, work crew facilities, a spoils yard, and a sewer grits pit.<sup>66</sup> 2006 plans show a welding shop, machine shop, blacksmith, stock room, and indoor heavy equipment area.<sup>67</sup> An Administration Building, Tire Shop, and a Traffic Building are also part of the complex.<sup>68</sup> Further descriptions of operations are summarized by location below.

#### ***Fueling Station***

A 2008 report states that the vehicle fueling area and an adjacent fuel delivery area are covered.<sup>69</sup> Diesel, gasoline and natural gas are stored in underground tanks.<sup>70</sup> See also the response to 1.p.

#### ***Materials Testing Laboratory***

This shop includes a main work room, testing area, samples storage, curing area, and a loading dock.<sup>71</sup> The lab tests mainly soil, aggregate, concrete and asphalt used in City projects.<sup>72</sup>

#### ***Outdoor Storage Areas***

A site inspection report identifies the following outdoor areas: parking for personal vehicles and vanpools, City vehicle parking, parking for street maintenance

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<sup>62</sup> SEA EWW\_00027869, at SEA EWW\_00027871 (3), Building Occupancy Plan, 1989.

<sup>63</sup> SEA EWW\_00020118, at SEA EWW\_00020145 (28), Ordinance 123947, 2012.

<sup>64</sup> SEA EWW\_00022996, at SEA EWW\_00022997 (2), Lease for Parking Facilities, 1968; SEA EWW\_00020118, at SEA EWW\_00020127 (10), Ordinance 123947, 2012.

<sup>65</sup> SEA EWW\_00017609-all, Agreement & Quit Claim Deed to WSDOT, 1990.

<sup>66</sup> SEA071803, at SEA071839 (37), City-wide Source Control Assessment, Phase II, 2008.

<sup>67</sup> SEA EWW\_00027717, at SEA EWW\_00027727 (11), project application, 2006.

<sup>68</sup> SEA EWW\_00038016, at SEA EWW\_00038022 (7), Preliminary Application Form, 2010; SEA EWW\_00038719 (1), Weights & Measures Roof Replacement plans, 2020.

<sup>69</sup> SEA071803, at SEA071844 (42), City-wide Source Control Assessment, Phase II, 2008.

<sup>70</sup> SEA071803, at SEA071844 (42), City-wide Source Control Assessment, Phase II, 2008.

<sup>71</sup> SEA EWW\_00036545, at SEA EWW\_00036553 (9), return to worksite plans, n.d.; SEA EWW\_00037864-all, Materials Testing Lab Summary, 1988.

<sup>72</sup> SEA EWW\_00037864-all, Materials Testing Lab Summary, 1988; SEA EWW\_00046120 (1), Materials Testing Lab, 2010.



equipment, parking for asphalt trucks and equipment, materials storage, “open” storage, tire storage, an air compressor area, and a sand bunker.<sup>73</sup> Items in the open storage areas in 2002 included lumber, pipes, manhole covers, salvage materials, street signs, and expansion joints.<sup>74</sup>

2004 Source Control inspection reports note that outdoor storage for the maintenance and repair shops was paved. Materials stored outside included wrecked and/or leaking vehicles, hazardous liquids in containers and above-ground tanks, stockpiled materials, paving materials, and heavy equipment.<sup>75</sup> Some storage areas were protected from stormwater runoff, but wrecked vehicles, containerized materials, and stockpiles were stored without protection.<sup>76</sup>

A 2008 report states that trucks, trailers, equipment and parts, cement mixers, 55-gallon drums, propane tanks, cement blocks, dumpsters and debris were visible in parking and storage areas at the Charles Street site.<sup>77</sup> Street sweepers, a boat, and bags of de-icing material were stored outside under cover, and paint, solvents, wood, and flammables cabinets were located under an overhang.<sup>78</sup> Two ASTs were on cement blocks in a bermed area.<sup>79</sup> The report notes that a liquid asphalt dispenser was located “in an outdoor wooden structure.”<sup>80</sup> A 2009 photo shows both covered and uncovered storage at the Charles Street site.<sup>81</sup>

Stockpiles are located under an overpass.<sup>82</sup> The stockpiled materials included gravel, construction debris, dirt, asphalt, and clean green materials.<sup>83</sup> As of 2015, street sweepings (solid materials removed from roadways by street sweepers) were stored in temporary storage bins at the site.<sup>84</sup> The bins were emptied every two weeks to two months.<sup>85</sup>

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<sup>73</sup> SEA EWW\_00011018-all, Charles Street Yard Walk-around Checklist, 2002.

<sup>74</sup> SEA EWW\_00011018, at SEA EWW\_00011022 (5), Charles Street Yard Walk-around Checklist, 2002.

<sup>75</sup> SEA EWW\_00002770, at SEA EWW\_00002775, 777, 778 (6, 8, 9), SPU Source Control Inspection of SDOT Maintenance Shop, 2004; SEA EWW\_00003155, photo of vehicle and equipment parking and storage area, 2004.

<sup>76</sup> SEA EWW\_00002696, at SEA EWW\_00002704 (9), SPU Source Control Inspection of Fire Truck Repair Shop, 2004; SEA EWW\_00002683, at SEA EWW\_000026691 (9), SPU Source Control Inspection of Charles St Auto Shop, 2004; SEA EWW\_00002713, at SEA EWW\_00002721 (9), SPU Source Control Inspection of Charles Street Maintenance Facility, 2004.

<sup>77</sup> SEA071803, at SEA071844 (42), City-wide Source Control Assessment, Phase II, 2008.

<sup>78</sup> SEA071803, at SEA071844 (42), City-wide Source Control Assessment, Phase II, 2008.

<sup>79</sup> SEA071803, at SEA071844 (42), City-wide Source Control Assessment, Phase II, 2008.

<sup>80</sup> SEA071803, at SEA071844 (42), City-wide Source Control Assessment, Phase II, 2008.

<sup>81</sup> SEA EWW\_00011259, photo of yard, 2009.

<sup>82</sup> SEA071803, at SEA071844 (42), City-wide Source Control Assessment, Phase II, 2008.

<sup>83</sup> SEA071803, at SEA071844 (42), City-wide Source Control Assessment, Phase II, 2008.

<sup>84</sup> SEA704293, at SEA704413 (121), SPU Integrated Plan, 2015.

<sup>85</sup> SEA704293, at SEA704413 (121), SPU Integrated Plan, 2015.

### ***Paint Shop***

2006 plans show that the paint shop had three paint booths.<sup>86</sup> A separate paint booth was constructed outside the maintenance building in 2008.<sup>87</sup>

### ***Streetcar Maintenance Facility***

Built in 2013, this separate facility on the Charles Street campus serves as an operations and maintenance barn for the First Hill Streetcar line, which is owned by the City and operated by Metro.<sup>88</sup>

### ***Vehicle & Equipment Parking***

Vehicles and equipment parked at the Charles Street Complex include asphalt rollers and asphalt equipment, snow removal equipment, concrete trucks, landscape equipment, graders, fire trucks, and semitrucks.<sup>89</sup>

### ***Vehicle Washing***

A 1991 plan shows an outdoor wash station and wash racks.<sup>90</sup> A 2008 report states that the facility includes both an indoor car wash and an outdoor wash pad.<sup>91</sup>

### ***Weights & Measures***

This facility inspects commercial weighing and measuring devices, including gas pumps, commercial vehicle scales, and trucks delivering home oil.<sup>92</sup> As of 2008 the calibration of heating oil tanks was performed outside, and calibration operations involved oil transfer and the use of underground storage tanks.<sup>93</sup>

- i. Describe each release of materials at or from a Subject Property, including the type and quantity of the materials, the location of the release, the impacted media, and the response.

See the response to 1.p for information on releases associated with underground storage tanks. With the exception of information concerning USTs, City records documenting releases at the Charles Street Shops prior to 2001 are not available.

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<sup>86</sup> SEA EWW\_00027717, at SEA EWW\_00027727 (11), project application, 2006.

<sup>87</sup> SEA EWW\_00033608, Construction Permit, 2006; SEA EWW\_00036148, at SEA EWW\_00036151 (4), correspondence re geotechnical inspection, 2008.

<sup>88</sup> SEA EWW\_00032554, at SEA EWW\_00032562 (9), Charles Street Campus Relocation Analysis, 2018; SEA EWW\_00054494, at SEA EWW\_00054499 (6), Seattle Streetcar Operations Report, 2019; <https://bruunconstruction.com/our-projects/industrial/first-hill-street-car.html>, accessed 5/11/2022.

<sup>89</sup> SEA EWW\_00038599, at SEA EWW\_00038602 (4), Vehicle Circulation & Parking Study, 1991.

<sup>90</sup> SEA EWW\_00038599, at SEA EWW\_00038602 (4), Vehicle Circulation & Parking Study, 1991.

<sup>91</sup> SEA071803, at SEA071843 (41), City-wide Source Control Assessment, Phase II, 2008.

<sup>92</sup> SEA EWW\_00032554, at SEA EWW\_00032564 (11), Charles Street Campus Relocation Analysis, 2018.

<sup>93</sup> SEA071803, at SEA071843 (41), City-wide Source Control Assessment, Phase II, 2008.

1998: An Ecology inspection report noted that a container of paint thinner was “leaking into the ground into the yard area.”<sup>94</sup>

2001: Handwritten notes and an invoice document two leaking trucks in a parking lot and a release to soil.<sup>95</sup> An email describes the leaking and staining in the parking lot as “oil/diesel/hydraulic fluid.” An invoice shows that 8.5 tons of contaminated soil were removed as part of a “Charles Street Yard Clean-up.”<sup>96</sup>

2002: Several areas of oil-saturated soils were identified in an 8/28/2002 inspection of the Charles Street Yard. The areas ranged from two to six feet in diameter.<sup>97</sup> Records describing response actions for these releases have not been located.

2004: An SPU Source Control inspection noted signs of leaking vehicles.<sup>98</sup>

2008: A source control assessment noted asphalt and grease stains on the pavement where asphalt trailers were stored.<sup>99</sup>

2008: A heavy equipment hydraulic line broke, and 20 quarts of hydraulic fluid was released. Spag was placed on the spill, but some oil reached a trench drain and was observed in an outflow manhole. A vactor truck was used to clean the drains.<sup>100</sup>

2009: An invoice and waste summary show that booms and absorbent pads “contaminated with hydraulic fluid and motor oil” were disposed of in a 55-gallon drum.<sup>101</sup>

2009: Gasoline spilled from a pump while a vehicle was being fueled. It was cleaned up with absorbent pads.<sup>102</sup>

2012: The fuel tank of a fire truck overflowed, leaking 70 gallons of diesel fuel. The majority of the fuel discharged into soil, but some overtopped a curb and ran into a street drain. The drain connects to a storm mainline that outfalls at South Forest Street. The street drain had a sump that was pumped out when the release was discovered, and no

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<sup>94</sup> SEA EWW\_00036511, at SEA EWW\_00036513 (3), Ecology Dangerous Waste Compliance report, 1998.

<sup>95</sup> SEA EWW\_00012546, notes re leaking vehicles, 2001; SEA EWW\_00012650, notes re spill, 2001; SEA EWW\_00012541-all, invoice for Charles Street Yard cleanup, 2001.

<sup>96</sup> SEA EWW\_00012541 (1), invoice for Charles Street Yard cleanup, 2001.

<sup>97</sup> SEA EWW\_00011018, at SEA EWW\_00011019-020 (2-3), Charles Street Yard Walk-around Checklist, 2002.

<sup>98</sup> SEA EWW\_00002770, at SEA EWW\_00002777, (8), SPU Source Control Inspection of SDOT Maintenance Shop, 2004; SEA EWW\_00003155, photo of vehicle and equipment parking and storage area, 2004.

<sup>99</sup> SEA071803, at SEA071844 (42), City-wide Source Control Assessment, Phase II, 2008.

<sup>100</sup> SEA EWW\_00050804-all, 1010 8<sup>th</sup> Avenue S Spill Report, 2008.

<sup>101</sup> SEA EWW\_00012149, at SEA EWW\_00012153 (5), Waste Manifests and invoices, 2009; SEA EWW\_00038613-all, Waste Received Summary, 2008-2010.

<sup>102</sup> SEA EWW\_00050844-all, 1030 7<sup>th</sup> Avenue S, SPU Case Report #4555, 2009.

diesel was detected in the mainline. Oil booms were tied to the drain box.<sup>103</sup> The impacted soil was covered and then excavated five days after the spill. The street was washed with high pressure water and Simple Green, with all water collected by a Jet Vac.<sup>104</sup> Ecology, WSDOT, and the National Response Center/Coast Guard were notified of the release.<sup>105</sup>

2013: A strong solvent odor was detected at the Materials Testing Lab, possibly originating from the sewer. Low levels of VOCs and combustible gas were detected at a kitchen sink. Plumbing and HVAC system were investigated.<sup>106</sup>

2015: Approximately five gallons of diesel fuel spilled out of a pump onto a parking lot. Spag moss was applied and swept up. No drains were impacted.<sup>107</sup>

2017: Over 100 gallons of waste oil (automotive fluid including motor oil and gasoline) was released when a contractor was pumping the oil from outside storage tanks into a truck. Dry absorbent was applied and then rinse/recovery was performed within a berm. "No oil was observed to have entered any drains in the vicinity." Ecology was notified of the release.<sup>108</sup>

2018: Five gallons of diesel spilled at the fuel station. It was contained with spill pads and cleaned up. Because of heavy rain, some diesel may have entered a nearby drain, but the spill "appeared to be contained to the island of the fuel station."<sup>109</sup>

2021: A gasoline spill at the fuel station had been cleaned up with granular absorbent and placed in garbage bags; some of the absorbent was spilled when a janitor emptied the bags. The absorbent was removed and properly disposed.<sup>110</sup>

j. Provide information on past dredging or future planned dredging in the EWOU.

The City did not dredge or arrange to have dredged any part of the East Waterway in association with the Charles St. Shops.

k. Provide all documents pertaining to the use, storage, or disposal of any hazardous substances, pollutants, or contaminants at the Subject Property.

Responsive documents have been produced and indexed.

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<sup>103</sup> SEA EWW\_00003437, at SEA EWW\_00003438 (2), SPU Case Report #6810, 2012.

<sup>104</sup> SEA EWW\_00003430, at SEA EWW\_00003431 (2), SPU Case Report #6821, 2012.

<sup>105</sup> SEA EWW\_00003437, at SEA EWW\_00003439 (3), SPU Case Report #6810, 2012.

<sup>106</sup> SEA EWW\_00050854-all, 707 S Plummer SPU Case Report #6942, 2013.

<sup>107</sup> SEA EWW\_00003302, at SEA EWW\_00003303-304 (2-3), SPU Case Report #8932, 2015.

<sup>108</sup> SEA EWW\_00050780-all, 714 Charles Street, SPU Case Report #11868, 2017.

<sup>109</sup> SEA EWW\_00050865-all, 714 Charles Street, SPU Case Report #12847, 2018.

<sup>110</sup> SEA EWW\_00050868-all, 714 Charles Street, SPU Case Inspection #158871, 2021.

- l. Provide all information on electrical equipment used at the Subject Property, including transformers or other electrical equipment that may have contained polychlorinated biphenyls (PCBs).

The City has no information or documents related to electrical equipment on or at the property.

- m. Provide information on the type(s) of oils or fluids used for lubrication of machinery or other industrial purposes, and any other chemicals or products which are or may contain hazardous substances, pollutants, or contaminants which are or were used at the Subject Property.

Few historic records regarding the use of oils or chemicals at Charles Street have been located, but it is probable that the same or similar products have been in use for most of the facility's operative years. See also the responses to 1.e, 1.h, and 1.p.

Products present at Charles Street "in significant quantities" in 2004 "include[d] gasoline, diesel fuel, lube oil, waste oil, antifreeze, paints, and other chemicals used in the servicing and maintenance of vehicles."<sup>111</sup> Fuel, new oil, heating oil, used oil, transmission fluid, and hydraulic oil are stored in underground tanks, above-ground tanks, and 55-gallon drums on the site.<sup>112</sup> Solvents and paint thinner are used in the paint and machine shops.<sup>113</sup> A 1988 summary of the Materials Testing facility stated, "Hazardous materials are in use in the labs. (For example, Tri-Chlorethylene)."<sup>114</sup>

2004 inspections of the Tire Shop, Vehicle Repair Shop, Fire Truck Repair Shop, Vehicle Testing Station, and Weights and Measures listed gasoline and diesel fuel, oils, oil filters, oil/water mix, batteries, antifreeze, and degreaser present at the facilities.<sup>115</sup> Paint and paint waste are also used and disposed of at the site.<sup>116</sup>

- n. Provide any Subject Property drainage descriptions plans or maps that include information about storm drainage which includes, but is not limited to, above or below surface piping, ditches, catch basins, manholes, and treatment/detention or related structures including outfalls. If available, also include information about connections to each sanitary sewer.

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<sup>111</sup> SEA EWW\_00032527, at SEA EWW\_00032541-42 (15-16), Charles Street SPCC Plan, 2004.

<sup>112</sup> SEA EWW\_00032527, at SEA EWW\_00032532, 534-535 (6, 8-9), Charles Street SPCC Plan, 2004.

<sup>113</sup> SEA EWW\_00032527, at SEA EWW\_00032532 (6), Charles Street SPCC Plan, 2004.

<sup>114</sup> SEA EWW\_00037864, at SEA EWW\_00037867 (4), Materials Testing Lab Summary, 1988.

<sup>115</sup> SEA EWW\_00002696, at SEA EWW\_00002700 (5), SPU Source Control Inspection of Fire Truck Repair Shop, 2004; SEA EWW\_00002973, at SEA EWW\_00002977 (5), SPU Source Control Inspection of Vehicle Testing Station, 2004; SEA EWW\_00003010, at SEA EWW\_00003014 (5), SPU Source Control Inspection of Tire Shop, 2004; SEA EWW\_00050885, at SEA EWW\_00050889 (5), SPU Source Control Inspection of Weights & Measures, 2004.

<sup>116</sup> SEA EWW\_00012149, at SEA EWW\_00012150 (2), Waste Manifests and invoices, 2009.

The land on which the Charles Street Shops were built was originally low-lying and swampy.<sup>117</sup> The original stables building, constructed in 1910, had “washing sumps” and stall gutters connected to iron cesspools.<sup>118</sup>

Until at least 1968, drainage from the Charles Street Shops discharged to Elliott Bay via a combined sewer that connected to the Connecticut Street Outfall.<sup>119</sup>

Since the Diagonal CSO system was constructed and sewer separation projects were undertaken in the area, the Charles Street Shops have not discharged to Elliott Bay. Stormwater and sanitary drainage from the site are conveyed through a combined system to a King County wastewater treatment plant.<sup>120</sup> Any overflows in this combined system discharge through the Diagonal CSO to the Lower Duwamish Waterway.<sup>121</sup> A 2004 source control report lists one building, the Charles Street Maintenance Facility, in the Diagonal Storm Drain basin.<sup>122</sup> The remaining areas of the Charles Street Complex are in the Diagonal CSO basin.<sup>123</sup>

There were 35 catch basins at the site in 2004.<sup>124</sup> By at least 1999, oil-water separators were located at the perimeter of the vehicle fueling station, at the outdoor vehicle wash pad, and within the buildings.<sup>125</sup>

- o. With respect to past activities or operations at each Subject Property, provide copies of any stormwater or drainage studies, including data from sampling, conducted at the Subject Property. Also provide copies of any Stormwater Pollution Prevention or Maintenance Plans or Spill Plans that may have been developed for different operations during Respondent’s occupation of the Subject Property.

Responsive documents have been produced and indexed.

- p. Describe each underground storage tank present at any time on a Subject Property, including but not limited to the size and location of the tank, the materials stored in the tank, the time period of use, whether any material leaked

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<sup>117</sup> <https://www.usfa.fema.gov/downloads/pdf/publications/tr-077.pdf>, accessed 4/25/2022.

<sup>118</sup> SEA EWW\_00045598, at SEA EWW\_00045600 (3), CF 39618, 2010.

<sup>119</sup> SEA EWW\_00045105-all, Connecticut Street & 4<sup>th</sup> Avenue Trunk Sewer plans, 1910; City of Seattle GIS, accessed 5/10/2022.

<sup>120</sup> Pers. Comm. w/S. Zand, 4/14/2022; SEA EWW\_00038438, Side Sewer Card 970; City of Seattle GIS, (see [DSO Water & Sewer Map \(seattle.gov\)](#)), accessed 5/10/2022.

<sup>121</sup> SEA141811, at SEA141904, 948, 952 (138, 142), Source Control Progress Report, 2005.

<sup>122</sup> SEA141811, at SEA141904, 948 (94, 138), Source Control Progress Report, 2005.

<sup>123</sup> SEA141811, at SEA141907-908, 952 (97-98, 1 42), Source Control Progress Report, 2005.

<sup>124</sup> SEA EWW\_00002713, at SEA EWW\_00002719 (7), SPU Source Control Inspection of Charles Street Maintenance Facility, 2004.

<sup>125</sup> SEA071803, at SEA071843, 844 (41, 42), City-wide Source Control Assessment, Phase II, 2008; SEA EWW\_00050764, at SEA EWW\_00050766 (3), Fire Truck Repair Shop NFA, 2005; SEA EWW\_00050903, at SEA EWW\_00050904 (2), SPU Stormwater Facility Inspection, Charles Street, 1999.



from the tank, the type and quantity of leaked material, and the response to the leaked material.

Information on underground tanks at the Charles Street Shops is derived from City records and Ecology UST and Cleanup reports. Historic tank records are incomplete, so operation dates and locations are not verifiable for some USTs.

### **Fueling Station**

A fueling station has operated at the Charles Street Shops complex since at least 1933.<sup>126</sup> The City purchased the first gasoline tank for the Charles Street Stables in 1910, and it can be assumed that gasoline tanks have been associated with vehicle fueling since that time, but available records do not indicate when underground tanks were first installed.

1954: A 4000-gallon and a 3000-gallon gasoline UST were installed at a fueling station on Dearborn.<sup>127</sup> Several service stations operated in the area at the time, and the owner of the station USTs cannot be determined from available information.

1966-1999: City and Ecology records document the installation of two 12,000-gallon tanks, for diesel and unleaded gas, at the Charles Street Service Center in 1974.<sup>128</sup> Ecology gives the address of this installation as 814 8<sup>th</sup> Avenue South, north of the current fueling station location.<sup>129</sup> The two tanks were removed by 1999.<sup>130</sup>

Ecology's UST summary also identifies the following tanks at 814 8<sup>th</sup> Avenue South:

- 1000-gallon waste oil installed in 1966, removed
- 1000-gallon motor oil installed in 1966, removed
- 2000-gallon waste oil installed in 1973, closed in place
- 2000-gallon motor oil installed in 1973, closed in place
- two 7500-gallon unleaded gas installed in 1992, removed
- 7500-gallon diesel installed in 1992, removed<sup>131</sup>

Prior to 1964-1995: Ecology lists a 1000-gallon UST for unleaded gas installed at the current location of the fueling station, 1030 7<sup>th</sup> Avenue South, on an unknown date. By 1964, a 3000-gallon unleaded gas tank and a 1500-gallon leaded gas tank were installed.<sup>132</sup> It is unknown whether the City or a previous property owner installed these tanks.

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<sup>126</sup> SEA EWW\_00011525, photo of City gas station at Charles Street, 1934.

<sup>127</sup> SEA EWW\_00035971, at SEA EWW\_00035978 (8), historical permits for 801 S Dearborn.

<sup>128</sup> SEA785778, at SEA785779 (2), Board of Public Works contracts, 1974; SEA EWW\_00049803, at SEA EWW\_00049804, 805 (2, 3), Charles Street East UST Site Summary, 2022.

<sup>129</sup> SEA EWW\_00049803 (1), Charles Street East UST Site Summary, 2022.

<sup>130</sup> SEA EWW\_00049803-all, Charles Street East UST Site Summary, 2022.

<sup>131</sup> SEA EWW\_00049803-all, Charles Street East UST Site Summary, 2022.

<sup>132</sup> SEA EWW\_00049942, 945 (3, 4), Ken Station UST Site Summary, 2022.

Three USTs and associated contaminated soil were removed when the fueling station was renovated from approximately 1990 to 1995.<sup>133</sup> Ecology Cleanup Site Details for 1030 7<sup>th</sup> Avenue South document a leaking UST or USTs first reported in 1994.<sup>134</sup> Soil and groundwater were contaminated with benzene, non-halogenated solvents, and gasoline.<sup>135</sup> Cleanup of this site was complete as of 2001.<sup>136</sup>

1994-present: Three 20,000 underground tanks at the Charles Street vehicle fueling station have stored diesel, B20 diesel, gasoline and natural gas at the station since 1994.<sup>137</sup>

### **Weights & Measures**

Unknown-present: The Weights & Measures heating oil inspection facility includes underground storage tanks located over a sump.<sup>138</sup>

### **Historic USTs**

Ecology lists five former USTs at 705 South Charles Street, some of which may have been installed by previous property owners (see next section):

- 500-gallon waste oil tank installed in 1964, removed
- two 1000-gallon diesel tanks installed at an unknown date, removed
- 5000-gallon unleaded gas tank installed at an unknown date, removed
- 500-gallon heating oil tank, removed<sup>139</sup>

City permit records state that two existing waste oil USTs were lowered in 1967 to allow for a parking area.<sup>140</sup>

### **USTs Installed prior to City Operations**

City permit and property acquisition records document USTs installed by previous property owners. It is likely that some of the USTs described below match some of the tanks listed above from Ecology's UST records.

1947-1964: Prior to the City's acquisition of the site, a service station at 815 Dearborn used three 3000-gallon USTs for gasoline and one 280-gallon tank likely for oil.<sup>141</sup> Permit records show that a 550-gallon tank was "replaced" at the service station in

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<sup>133</sup> SEA EWW\_00047889-all, Ordinance 145348, 1990; SEA EWW\_00047912-all, Ordinance 116778, 1993.

<sup>134</sup> SEA EWW\_00045919-all, Ken Station Cleanup Site Details, 2022.

<sup>135</sup> SEA EWW\_00045919 (1), Ken Station Cleanup Site Details, 2022.

<sup>136</sup> SEA EWW\_00045919, at SEA EWW 00045920 (2), Ken Station Cleanup Site Details, 2022.

<sup>137</sup> SEA071803, at SEA071844, 872 (42, 70), City-wide Source Control Assessment, Phase II, 2008; SEA EWW\_00032527, at SEA EWW\_00032532, 535 (6, 9), Charles Street SPCC Plan, 2004; SEA EWW\_00049942 (1), Ken Station UST Site Summary, 2022.

<sup>138</sup> SEA071803, at SEA071843 (41), City-wide Source Control Assessment, Phase II, 2008.

<sup>139</sup> SEA EWW\_00049893-all, Charles Street West UST Site Summary, 2022.

<sup>140</sup> SEA EWW\_00036827, at SEA EWW\_00036829 (3), historic permits for 8<sup>th</sup> Avenue S.

<sup>141</sup> SEA EWW\_00027750, at SEA EWW\_00027757 (8), Appraisal of Richfield Station, 1963.

1959, but the City has no information on the contents of the tank, whether it was above ground or underground, or what type of tank replaced the original.<sup>142</sup>

1957: A 1000-gallon UST was installed at approximately 701 South Dearborn, prior to the City's ownership of the site.<sup>143</sup>

1963: two USTs associated with gas pumps were present on a property (707 S Plummer St) acquired by the City in 1963.<sup>144</sup>

1990-1995: Two abandoned USTs were discovered at the Charles Street site.<sup>145</sup> The USTs were removed, and cleanup was completed by 1995.

### **Leaking USTs**

Ecology Cleanup Site Details for the Charles Street Complex document notification of leaking USTs in 1989 at 805 South Charles Street, and in 1990 at 705 South Charles Street.<sup>146</sup> At 805 South Charles Street soil was contaminated with benzene, lead, non-halogenated solvents, diesel, gasoline, and "other" petroleum.<sup>147</sup> At 705 South Charles Street soil and groundwater were contaminated with benzene, lead, non-halogenated solvents, diesel and gasoline.<sup>148</sup> Cleanup for both was complete by 1995.<sup>149</sup> Leaking USTs at 1030 7<sup>th</sup> Avenue South are reported in the Fueling Station section above.

- q. Provide the names and last known address of any tenants or lessees, the dates of their tenancy and a description of the activities or operations they conducted while present at the Subject Property.

### **Atwood Adhesives Company**

945 S Doris St, Seattle, WA 98108

1964-1966

Adhesives manufacturing plant, making finished products from raw materials.<sup>150</sup>

Manufacturing involved the use of solvents.<sup>151</sup>

### **Liftco Inc.**

Present address unknown

Approximately 1963-1967

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<sup>142</sup> SEA EWW\_00037803, at SEA EWW\_00037805 (3), historic permits for 815 S Dearborn.

<sup>143</sup> SEA EWW\_00035971, at SEA EWW\_00035973 (3), historical permits for 801 S Dearborn.

<sup>144</sup> SEA EWW\_00036684, at SEA EWW\_00036688 (5), Frye building appraisal, 1963.

<sup>145</sup> SEA EWW\_00047912, at SEA EWW\_00047919 (8), Ordinance 116778, 1993.

<sup>146</sup> SEA EWW\_00046014-all, Charles Street East Cleanup Site Details, 2022; SEA EWW\_00046018-all, Charles Street West Cleanup Site Details, 2022.

<sup>147</sup> SEA EWW\_00046014 (1), Charles Street East Cleanup Site Details, 2022

<sup>148</sup> SEA EWW\_00046018 (1), Charles Street West Cleanup Site Details, 2022.

<sup>149</sup> SEA EWW\_00046014-all, Charles Street East Cleanup Site Details, 2022; SEA EWW\_00046018-all, Charles Street West Cleanup Site Details, 2022.

<sup>150</sup> SEA EWW\_00034616-all, correspondence re Atwood Adhesives, 1964-1966.

<sup>151</sup> SEA EWW\_00036827, at SEA EWW\_00036840 (14), historic permits for 8<sup>th</sup> Avenue S.

Operations unknown; leased office and outdoor storage space.<sup>152</sup>

**Sound Transit**, c/o Rhonda Thomsen

401 S Jackson Street, Seattle 98104

1/2018-unknown (completion of construction)

Use of 8000 sf of access and construction space at south end of Charles Street Complex, for “activity necessary to perform seismic retrofit work necessary on the WSDOT I-90 bridge structures.”<sup>153</sup>

**Washington State Department of Transportation**

9/1990-unknown (completion of construction)

Temporary Construction Permit to use and occupy lands needed for construction of I-90 bridge.<sup>154</sup>

- r. If Respondent, its parent corporation, subsidiaries or other related or associated companies have filed for bankruptcy, provide:
- i. the U.S. Bankruptcy Court in which the petition was filed;
  - ii. the docket numbers of such petition;
  - iii. the date the bankruptcy petition was filed;
  - iv. whether the petition is under Chapter 7 (liquidation), Chapter 11 (reorganization), or other provision; and
  - v. a description of the current status of the petition.

The Respondent, City of Seattle, has not filed for bankruptcy.

- s. If not already provided, identify and provide a last known address or phone number for all persons, including Respondent’s current and former employees or agents, other than attorneys, who have knowledge or information about the generation, use, purchase, storage, disposal, placement, or other handling of hazardous substances, pollutants, or contaminants, or transportation of hazardous substances, pollutants, or contaminants to or from, the Subject Property.

Nancy Stachey

Property Manager

Financial & Administrative Services

206-684-0690

Shab Zand

Environmental Advisor

Seattle Public Utilities

206-233-5172

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<sup>152</sup> SEA EWW\_00036684, at SEA EWW\_00036684, 688 (1, 5), Frye building appraisal and correspondence, 1963-1965; SEA EWW\_00037850-all, Liftco lease and correspondence, 1964.

<sup>153</sup> SEA EWW\_00017571-all, Temporary Use Agreement to Sound Transit, 2018.

<sup>154</sup> SEA EWW\_00017609, at SEA EWW\_00017613-616 (5-8), Agreement & Quit Claim Deed to WSDOT, 1990.